

CENTRAL INTELLIGENCE AGENCY

REPORT

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COUNTRY Hungary

SUBJECT Soviet Control of Rail
and Road Communications~~CONFIDENTIAL~~PLACE
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1. The so-called Control Commissions of the Red Army were recently installed at the central headquarters of the Hungarian State Railways (MAV) in Budapest, and in the regional directorates of Szombathely, Pecs, Debrecen, and Szeged.
2. Under the guidance of this central Control Commission, a mixed Hungarian-Soviet Technical Commission was created which is travelling throughout the country in a special train under military guard in order to check on the load capacity of rail bridges and viaducts. The following main lines are those which are being inspected, and examined from the point of view of military-strategical requirements:

Budapest-Szolnok, Debrecen-Csap (Cep), towards the USSR;
Budapest-Szeged, towards southern Romania;
Budapest-Nagykanizsa, towards Yugoslavia;
Budapest-Győr-Hegyeshalom, towards Austria;
Budapest-Székesfehérvár-Szombathely, towards Austria;

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An extensive telephone network which will be exclusively at the disposal of the Russians is being set up along these lines.

3. On the Budapest-Szolnok-Debrecen-Csap (Cep) line, work is in progress on laying a double track, under the direction of Soviet engineers. So far a double track exists only between Budapest and Szolnok. Work is also being carried out to enlarge considerably the building and installations at the station of the small village of Fenyéslitke, northeast of Nyíregyháza.
4. Under instructions from the Soviet military authorities, the General Directorate of the Hungarian Railways has ordered all regional directorates to build up considerable reserve stocks of coal without delay. These reserves are located as follows:

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At the marshalling yards of Ferencvaros and Rakos in the Budapest area;
At the stations of Komarom, Kisber, Papa Boba near Simeg, Celldömök,
Szekesfehervar, Zalaszentivan, and Balatonszemes, in western Hungary;
At the station of Apatfalva, on the last section of the line to Romania;
At the stations of Puspokladany, Szajol, and Kaba on the line to Russia.

5. Parallel to this strategic reorganization of the rail system, the Soviet Military Control Commission has also taken over the country's road transport system in view of the probable and rapid disruption of rail communications in the event of hostilities.
6. Two state organizations for road traffic - "mixed Hungarian-Soviet societies" called in abbreviation "Mogurt" and "Mateoss" - have been placed under military control and granted considerable financial funds by the government, acting under orders from Moscow. These funds will be used for enlarging parking lots for trucks and modernizing garages and repair shops throughout the country.
7. The political police have set up a "Road Traffic Corps", which has been allotted an area capable of holding several hundred large trucks.

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